

BOOKBINDING. by European methods with the best materials and labor. THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

No. 11,748. 一九一九年八月廿九日星期一 HONGKONG, MONDAY, OCTOBER 7TH, 1895. 一九一九年八月廿九日星期一 HONGKONG, MONDAY, OCTOBER 7TH, 1895.

Hongkong Daily Press.

ESTABLISHED 1857.

NEW ADVERTISEMENTS

THE CHINA AND MANILA STEAM SHIP COMPANY LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAMBO".

Captain Gerard will be despatched for the

above port on WEDNESDAY, the 9th inst.

At 12 P.M. The steamer has Superior Accommodation

for Passengers.

For Freight or Passage apply to

SHEWAN & CO.

General Managers.

Hongkong, 7th October, 1895. [2086]

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARATTOON APCAL".

having arrived from the above ports Consignees

are hereby informed that their goods

will be delivered free of charge.

Cargo arriving the discharge of remaining

goods after the 8th instant will be landed at

Consignee's risk and expense into the Godowns

of the Wan Chai Warehouses and Storage Co.,

Limited, Wan Chai.

Consignees of cargo from SINGAPORE

and PENANG are requested to take

mediate delivery of their Goods from

alongside; such cargo pending discharge

of the above will be landed and stored at Con-

signee's risk and expense.

Bills of Lading will be counter-signed by

DAVID SASSOON, SONS & CO.

Agents.

Hongkong, 5th October, 1895. [2081]

AUSTRIAN STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"MARIA TERESA".

having arrived from the above ports Consignees

are hereby informed that their goods

will be delivered free of charge.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must

be made to the Consignee.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 13th

instant will be subject to rent.

Bills of Lading will be counter-signed by

SANDER & CO.

Agents.

Hongkong, 5th October, 1895. [2082]

SHANGHAI RACES.

RETURN TICKETS. First Saloon for

the above RACES can be obtained on and

after this date by the Steamers of the under-

mentioned Lines available for one Month from

date of issue.

PAR 360.

ALF. WOOLLEY.

Acting Superintendent, P. & O. S. N. Co.

D. H. BROWN.

Agents.

CANADIAN PACIFIC RAILWAY CO.

G. DE CHAMPEAUX.

Agents.

MESSAGERS MARITIMES.

MESSRS. MELCHERS & CO.

Agents.

NORDDEUTSCHE LLOYD.

Hongkong, 7th October, 1895. [2083]

PUBLIC AUCTION

OF GENTLEMEN'S DRAPERY AND

OUTFITTING.

THE Undersigned has received Instructions

by PUBLIC AUCTION

ON SATURDAY, the 12th OCTOBER, 1895,

COMMENCING at 3.30 P.M.

at his SALES ROOMS, DUNDELL STREET,

WITHOUT RESERVE!!

A LARGE QUANTITY OF

GENTLEMEN'S DRAPERY, &C.

INCLUDING

A BROAD ASSORTMENT OF

ALL WOOL MATERIALS, SERGES,

TROUSHERINGS, &c. Suitable for the

Cold Season and cut to Suit Lengths, &c.

Also

PYJAMA SUITS, WHITE SHIRTS,

SOCKS, &c.

AND

A QUANTITY OF SERGES, TWEEDS, and

ALL WOOL MATERIALS cut to Suit

Lengths for Tailor-made LADIES

DEATH.

On View from Friday, the 11th October.

TERMS OF SALE—As Usual.

GEO. P. LAMMERT.

Agents.

Hongkong, 7th October, 1895. [2084]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY, AND

TAIWANFOO.

THE Company's Steamship

"THALES".

Captain Bathurst, will be despatched for the

above ports TO-MORROW, the 8th inst., at

10 A.M.

For Freight or Passage apply to

DOUGLAS LIAISON & CO.

General Managers.

Hongkong, 7th October, 1895. [2085]

FOR SHANGHAI.

THE Steamship

"LYME MOON".

Captain G. Heuermann, will be despatched for the

above port TO-MORROW, the 8th inst., at

10 A.M.

For Freight or Passage apply to

SIEMSEN & CO.

General Agents.

Hongkong, 7th October, 1895. [2086]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co., Steamship

"KAISAR LIHIND".

From London, Ac. to Ac. Goronval and

Baldair.

From Australia ex s.s. Oceania.

From Calcutta ex s.s. Simla.

From Persian Gulf ex s.s. Jove and Aspin.

Optional goods will be landed here

instructions given to the contrary before

10 A.M. on the 7th inst.

Goods not cleared by the 13th inst. at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godown, and notice of same given to the un-

derer, when a representation of this Office

will attend to them at 10 A.M. after which no

claims will be recognized.

ALF. WOOLLEY.

Acting Superintendent.

Hongkong, 6th October, 1895. [2087]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co., Steamship

"ARATTOON APCAL".

Captain J. E. Hauser, will be despatched for the

above ports on THURSDAY, the 10th inst.

at 3 P.M.

For Freight or Passage apply to

DAVID SASSOON, SONS & CO.

General Agents.

Hongkong, 5th October, 1895. [2088]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co., Steamship

"KALISAR LIHIND".

From London, Ac. to Ac. Goronval and

Baldair.

From Australia ex s.s. Oceania.

From Calcutta ex s.s. Simla.

Optional goods will be landed here

instructions given to the contrary before

10 A.M. on the 7th inst.

Goods not cleared by the 13th inst. at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godown, and notice of same given to the un-

derer, when a representation of this Office

will attend to them at 10 A.M. after which no

THE AUSTRALIAN MAIL.

failure is due to a succession of falls, does not appear quite clear. From the account of Ng Tuan, the cook to the bricklayers, the only man who escaped unharmed, it would seem that the accident occurred about three hours before the accident occurred, there would appear to have been first a promontory rumbling and then the crash, several thousand tons of new brickwork falling along the line of the verandah into the street, burying the unfortunate coolies, some of whom were instantly crushed and killed and others impaled in a heap to tomb their agonized cries for help being heard by Ng Tuan, though he beyond the power of any one to render immediate assistance.

EFFORTS AT RESCUE.

The police immediately on receipt of the news telephoned to Mr. Newton, the Assistant Municipal Engineer, for assistance, he being requested to send down a number of coolies to clear away the debris and dig out the survivors. It was not until about half an hour before the accident occurred that there would appear to have been first a promontory rumbling and then the crash, several thousand tons of new brickwork falling along the line of the verandah into the street, burying the unfortunate coolies, some of whom were instantly crushed and killed and others impaled in a heap to tomb their agonized cries for help being heard by Ng Tuan, though he beyond the power of any one to render immediate assistance.

EFFORTS AT RESCUE.

The police immediately on receipt of the news telephoned to Mr. Newton, the Assistant Municipal Engineer, for assistance, he being requested to send down a number of coolies to clear away the debris and dig out the survivors. It was not until about half an hour before the accident occurred that there would appear to have been first a promontory rumbling and then the crash, several thousand tons of new brickwork falling along the line of the verandah into the street, burying the unfortunate coolies, some of whom were instantly crushed and killed and others impaled in a heap to tomb their agonized cries for help being heard by Ng Tuan, though he beyond the power of any one to render immediate assistance.

EFFORTS AT RESCUE.

The police immediately on receipt of the news telephoned to Mr. Newton, the Assistant Municipal Engineer, for assistance, he being requested to send down a number of coolies to clear away the debris and dig out the survivors. It was not until about half an hour before the accident occurred that there would appear to have been first a promontory rumbling and then the crash, several thousand tons of new brickwork falling along the line of the verandah into the street, burying the unfortunate coolies, some of whom were instantly crushed and killed and others impaled in a heap to tomb their agonized cries for help being heard by Ng Tuan, though he beyond the power of any one to render immediate assistance.

CHINESE JEWEL BOUTIQUE.

With regard to the portion of the building that has fallen, it is said that it was a conspicuous example of Chinese construction.

They had finished the small shop adjoining the Chinese store in Kiang Street, which contained a fair amount of continuous masonry; and they were going on with that portion of the new godown which consisted of massive piles only, and were running these up as far as possible.

It is said that the Chinese builders had an elevation of 70 feet, at the corner overlooking the Square the walls were built to a height of 44 feet and the piers between these points were possibly about 24 feet high.

Although the plans were designed by Messrs. Crane Bros., and the work was being carried out by a Chinese contractor, the architect was the Chinese master, Mr. Liang Kiang.

The disaster was undoubtedly due to the fact that in a work of this magnitude the usual skilled supervision had been dispensed with, a circumstance which opened the way the more readily to the mistaken procedure of the average Chinese contractor in running on his buildings unequalled in height and weight.

The case of the disaster will, of course, form the subject of inquiry, and consideration must then be given to the standard of the work and the quality of the materials used, so that it is impossible in any way to prejudge the matter.

It may or may not be the case that the contractor will have up to questions to face, and that the Municipal inspectors may have to reflect a charge of negligence on the part of the architect, being responsible for the determination of the plans.

It is also possible that the contractor will be liable to the payment of a fine, and that the work will be confiscated.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

Information has been received that three of the crew of the steamer died of scurvy at the Arctic regions.

Mr. Jackson, leader of the expedition, proceeded northwards in sledges from Franz Josef Land until the 3rd March, and then returned to the vessel.

They were then drifting 80 degrees in latitude, and when hearing was commenced, and therefore was in a much better position.

She was lying easy, and No. 2 had nearly free of water.

The wind was coming from the N.E., and rain fell during the day.

When operations were resumed on the 2nd, the wind was still blowing, and it was evident that the ship would still fall into the ice, probably there was no sea. There was no risk of tide that day, so that little could be done.

A quantity of cargo was discharged off the bark into the house, and decamped with the bulk of Miss Shirwin's jewels, as well as a number of costly presents and her costumes.

GRATE THIEF OF JEWELLERY.

London, 15th September.

A great robbery of jewellery has been committed in the Burlington Arcade.

One of the shops in the Arcade was entered by a burglar, who carried off booty to the value of £1,500.

<p

NOTICE TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG, AND SINGAPORE
THE Company's Steamship
"WING-SANG"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongwith.
Cargo impeding the discharge or remaining on board after 10 A.M. of the 2nd proximo will be landed. Consignees will be charged the cost and expense into the Godown of East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., General Managers.
Hongkong, 30th September, 1895. [2043]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND ROBBATI LTD. COMPAGNIE).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE
THE Steamship

"DISAGNO"

having arrived from the above ports, Consignees of Consignees are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be allowed after the Goods have left the Godown and all Claims must be sent in to the Office of the Undersigned before noon on the 3rd October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th October will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1895. [2045]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA"

FROM LONDON, BOMBAY AND STRAITS.
Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, or 10 A.M. of the 2nd inst., or 4 P.M. of the 3rd inst., or 7th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th and at 10 A.M. on the 5th prox., after which no claim will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 30th September, 1895. [2046]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London S.S. "S. Cambodge", from Bordeaux on S.S. "Ville d'Arras", Ville de Marseille, and Marie, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures, Valuables, and being sent to the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before NOON, To-day, the 30th inst., requesting it to be landed here.

The Lading will be countersigned by the Undersigned.

Goods remaining undelivered after MONDAY, the 7th October, at Noon, will be subject to rent until the 7th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected.

C. TOURAINE, Acting Agent.

Hongkong, 30th September, 1895. [2047]

OCEAN STEAMSHIP COMPANY.

"SAR'DON"

CONSIGNEES of Cargo from San Francisco, via Nagasaki, Inland Sea, and YOKOHAMA, on TUESDAY, the 8th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passenger holding through ORDERS TO EUROPE have the choice of Overland Rail from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, DENVER and RIO GRANDE, UNION PACIFIC, DENVER and RIO GRANDE and other lines connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Victoria to Sydney, Australia, and Honolulu, and Sydney to Hongkong via Japan, and vice versa.

The attractive features of this route entitles the TRAVELLER to the LUXURIOUS ACCOMMODATION OF THE STEAMSHIP "PALATINE", the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pader Street.

Hongkong, 3rd October, 1895. [2048]

NOTICE TO CONSIGNEES.

STEAMSHIP "OLIVE BRANCH"

FROM NEW YORK AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the Wharves at Kowloon, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 9th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, 3rd October, 1895. [2049]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"

FROM ANTWEIN-LONDON AND STRAITS.
Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the Wharves at Kowloon, delivery may be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 11th and at 10 A.M. on the 12th inst., after which no claim will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 3rd October, 1895. [2050]

VESSELS ON THE BERTH

INDIAN STEAM NAVIGATION COMPANY, LIMITED.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURNAKUR, ADEN, SUZU, PORT SAIGON, HAMBURG, VENICE, FIUME, AND TRIESTE.

Taking Cargo of through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, AND ADEMIC PORTS. To NATAL, EAST LONDON, PORT ELIZABETH, and CAPE TOWN.

THE Company's Steamship

"WING-SANG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongwith.

Cargo impeding the discharge or remaining on board after 10 A.M. of the 2nd proximo will be landed. Consignees will be charged the cost and expense into the Godown of East Point.

Godown of East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 30th September, 1895. [2043]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"DISAGNO"

having arrived from the above ports, Consignees of Consignees are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be allowed after the Goods have left the Godown and all Claims must be sent in to the Office of the Undersigned before noon on the 3rd October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th October will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1895. [2045]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA"

FROM LONDON VIA SUEZ CANAL
THE Steamship

"ANTALUS"

Captain Hannan will be despatched as above on or about the 5th October.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & CO., Agents.

Hongkong, 1st October, 1895. [2046]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Steamship

"PENINSULA"

Captain Hannan will be despatched as above on or about the 5th October.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & CO., Agents.

Hongkong, 1st October, 1895. [2047]

U.S. MAIL LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"PENINSULA"

Captain Hannan will be despatched as above on or about the 5th October.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & CO., Agents.

Hongkong, 1st October, 1895. [2048]

PACIFIC MAIL STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"PENINSULA"

Captain Hannan will be despatched as above on or about the 5th October.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & CO., Agents.

Hongkong, 1st October, 1895. [2049]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"

having arrived from the above ports, Consignees of Consignees are hereby informed that their Goods will be delivered from alongwith.

Cargo impeding the discharge or remaining on board after 10 A.M. of the 2nd proximo will be landed. Consignees will be charged the cost and expense into the Godown of East Point.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 11th and at 10 A.M. on the 12th inst., after which no claim will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 3rd October, 1895. [2050]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"

having arrived from the above ports, Consignees of Consignees are hereby informed that their Goods will be delivered from alongwith.

Cargo impeding the discharge or remaining on board after 10 A.M. of the 2nd proximo will be landed. Consignees will be charged the cost and expense into the Godown of East Point.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the